

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

SUBJECT: OAKLAND STREET/GILLEY AVENUE INTERSECTION CONTROL

RECOMMENDATION:

1. **THAT** Council approve conversion of the Oakland Street and Gilley Avenue intersection control to a fully actuated traffic signal as funding permits.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its open meeting held on 2002 October 1, received and adopted the *attached* report reviewing the three way stop control at the Oakland/Gilley intersection. The Committee advised that monitoring of the intersection confirmed that the multi-way stop operation is compromised by excessive peak period queuing. To address this concern, the Committee proposed conversion of control to a full signal at an estimated cost of \$120,000. Based on current Capital Budget provisions, implementation of this signal would not occur until 2004 at the earliest given prior commitments for traffic management projects.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

COPY: Director Engineering  
Director Planning and Building  
Director Finance

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 2002 09 23  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-03-03  
**SUBJECT:** OAKLAND STREET / GILLEY AVENUE INTERSECTION CONTROL  
**PURPOSE:** To report on the results of monitoring performance at the Gilley/Oakland junction and recommend upgrading control to a full traffic signal.

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RECOMMENDATION:

1. **THAT** the Oakland Street and Gilley Avenue intersection be converted to a fully actuated traffic signal as funding permits.

**R E P O R T**

**1.0 INTRODUCTION**

At its 2002 January 21 meeting, Council received a report from the Traffic Safety Committee which recommended a three-way stop be installed at the Oakland Street and Gilley Avenue. After the change was approved, the intersection was converted to a three-way stop in the Spring of 2002.

**2.0 BACKGROUND**

Following this change in intersection control, staff received numerous inquiries and comments from roadway users voicing displeasure with the newly installed three-way stop. Excessive vehicle delay along Oakland Street during the peak periods was cited as the primary basis for the dissatisfaction with these changes. (A smaller number of comments supporting the change were received from pedestrians and motorists using Gilley.)

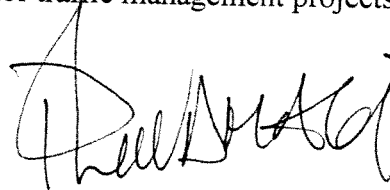
Since conversion to a multi-way stop, staff have continued to monitor the operation of the Oakland Street and Gilley Avenue intersection with special emphasis given to the extent of vehicle queuing occurring along Oakland Street. It appears that the initial extent in vehicle queuing has subsided due to changes made to laning and motorists adjusting to the change in control.

### 3.0 REVIEW

Given the negative impact that a multi-way stop has had on vehicle queuing, staff have undertaken a review of a traffic signal warrant evaluation at this location. Recently collected vehicle volume data indicates that the Oakland Street and Gilley Avenue intersection is close to satisfying a traffic signal warrant at this time. A preliminary estimate suggests the cost of installing a traffic signal at this location would be in the order of \$120,000.

### 4.0 CONCLUSION

Monitoring of the Gilley/Oakland junction confirms that the multi-way stop operation is compromised by excessive peak period queuing. To address this concern, the conversion of control to a full signal at an estimated cost of \$120,000 is proposed. Based on current Capital Budget provisions, implementation of this signal would not occur until 2004 at the earliest given prior commitments for traffic management projects.



P. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AE

cc: City Manager

